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WEDNESDAY, JUNE 21 1911.

三拜禮

號一廿月六年英港香

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SPECIAL TELEGRAMS.

STRIKE RIOTS AT GLASGOW.

CUNARD BERTHAGE FIRED.

[THE "TELEGRAPH" CORRESPONDENT]

London, June 20, 5.25 p.m.

In connection with the seamen's strike, serious riots have occurred in Glasgow.

The Burns Steamship Company's berthage, where the Cunard Line mail steamers moor alongside, was set on fire by the rioters.

Terms of settlement have been agreed upon with the strikers, whose demands have been conceded.

THE NAVAL REVIEW.

TRIPS CANCELLED.

[THE "TELEGRAPH" CORRESPONDENT]

London, June 20, 5.25 p.m.

The Naval Review trips that had been arranged in connection with the Coronation have been cancelled.

HOME RACING.

NEWBURY CUP.

[THE "TELEGRAPH" CORRESPONDENT]

London, June 20, 5.25 p.m.

The race for the Newbury Cup resulted as follows:—

Sponsor	1
Mosento	2
Sir Knight	3

HOME POLITICS.

NORTH-WEST HAM PETITION.

[THE "TELEGRAPH" CORRESPONDENT]

London, June 21, 7.35 a.m.

As a result of the petition in the North-West Ham Division election, the election has been declared void.

FLOODS IN JAPAN.

GREAT DAMAGE.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, June 21.

From the night before last till yesterday afternoon there were exceptionally heavy rain storms throughout Japan.

Great damage was caused in various districts. All communications were temporarily suspended and many buildings and trees were washed away.

Numbers of boats sank on the River Sumida and in Tokyo Bay.

REUTER'S TELEGRAMS.

CORONATION HONOURS LIST.

HONGKONG RECIPIENTS.

[SERVICE TO THE "TELEGRAPH."]

London, June 20, 2.10 p.m.

His Majesty King George V.

has conferred the following Coronation honours:—

The Duke of Teck to be styled His Highness.

Knights of the Garter—The Duke of Mecklenburg-Strelitz, the Duke of Argyll, and the Duke of Fife.

Knights of the Thistle—The Earl of Mar and Kellie, and Lord Roay.

Knights of St. Patrick—The Earl of Shaftesbury, and Lord Kitchener.

A Marquisate is conferred on the Earl of Crew.

Earldoms are conferred upon Lord Lorneburn, Lord Brassey, and Lord Curzon.

Four Viscounts are created, eight Barons, nineteen Privy Counsellors, twenty Baronets, fifty-five Knighthoods, seven K.C.B.'s. (Knight of the Grand Cross), including the Duke of Teck and Prince Alexander of Teck; two G.C.M.G.'s. (Grand Cross of St. Michael and St. George), namely, Sir Frederick Lugard and Sir Eldon Gorst; nine C.M.G.'s, including Hon. Mr. A. W. Brown, Registrar General, Hongkong; Mr. E. F. Crowe, Commercial Attache to H.M.'s Legation in Tokyo; and Dr. W. Christie of Mukden, head of the medical missionaries in China.

Generals Lord Methuen and Sir William Nicholson are made Field Marshals.

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REUTER'S TELEGRAMS.

IMPERIAL CONFERENCE. FINAL MEETING.

[SERVICE TO THE "TELEGRAPH."]

London, June 21, 7.35 a.m.

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REUTER'S TELEGRAMS.

ANNEXATION OF KOREA. JAPAN'S POLICY.

[SERVICE TO THE "TELEGRAPH."]

London, June 21, 7.35 a.m.

In the House of Commons, Mr. Mitchell Thomson raised various questions in connection with the annexation of Korea by Japan.

Mr. Mackinnon Wood, in reply, expressed agreement generally with Japan's argument that the annexation of Korea had cancelled existing agreements.

Nothing could have been more offensive to Japan than for us to have insisted upon maintaining our jurisdiction.

Mr. Mackinnon Wood recapitulated the assurances given by Japan with reference to mines and land. It would have been bad policy, he said, with regard to the tariff, to show ourselves unduly grasping.

The Japanese are our allies and he was bound to say they had met us very fairly. The tariff showed a very friendly and liberal spirit.

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CHINESE TELEGRAMS.

THE DIRECTOR GENERAL. IN CANTON. SHORTLY.

[“SHAT PO” SERVICE.]

Peking, June 20.

H.E. Tuan Fang, the Director General of the Canton-Hankow and Sze-Chuan-Hankow Railways, is due soon to arrive in Canton.

It is reported that His Excellency intends first to repay the capital to the shareholders before the Government takes over control of the railways.

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CHINESE TELEGRAMS.

BRITISH IN YUNNAN. EXTENSION OF CONSULAR INTERESTS.

[“SHAT PO” SERVICE.]

Peking, June 20.

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TO CURE OPIUM HABIT.

A Novel Suggestion.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, June 20.

A merchant has suggested to the Canton Viceroy an effective way of helping opium smokers to rid themselves of the habit. The prepared opium dealers should be required to add four candareens of anti-opium medicine to each tael of prepared opium.

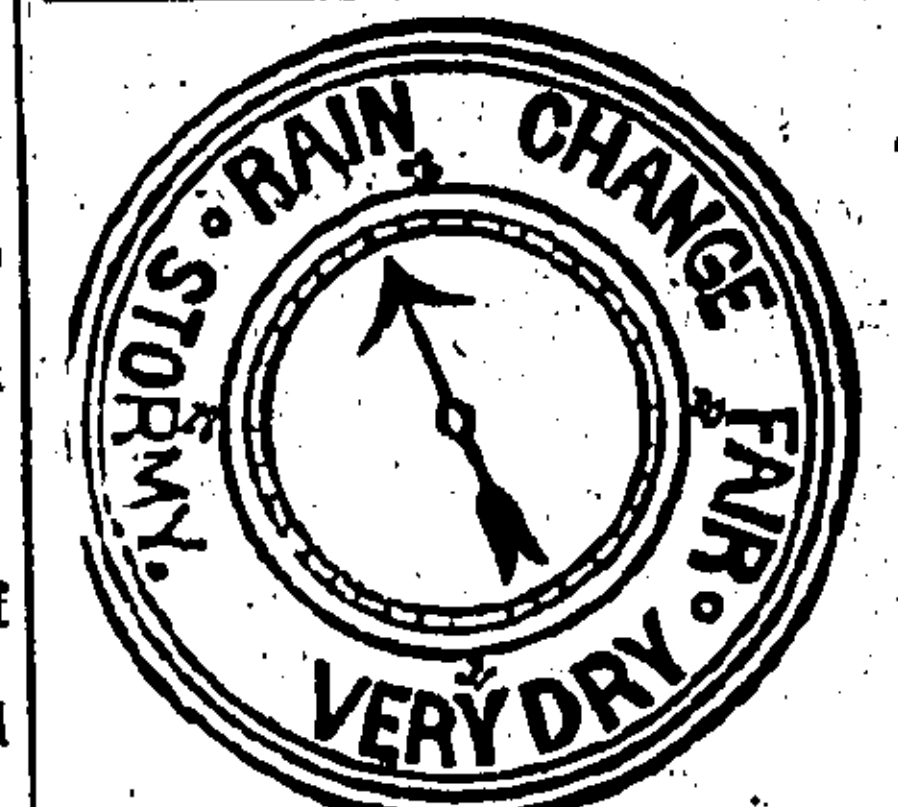
For each candareen of this medicine, the charge is ten cents. That is for every tael of prepared opium, an extra charge of 40 cents has to be added to the price of the luxurious drug.

The compound in the opium will have gradual effect in lessening the indulgence of the opium smokers. The sale of this anti-opium medicine is to be monopolized.

As regard the preparation of opium, only the prepared opium dealers will have the privilege, while the consuming public will be strictly forbidden to turn raw into prepared opium. All the labourers employed to prepare opium should be registered, and photographed.

They are required to report daily on the quantity of opium each has prepared for the day, and the names of the shops for which they have prepared the opium. The suggestion of the merchant has, it is reported, been acted on by the Viceroy.

The Weather Forecast.



June 20th at

Barometer	29.58	29.49
Temperature ...	85	83
Humidity	75	80
Rainfall	0.19	—

On the 20th at 4.50 p.m.—Black South Cone hoisted.

At 5.15 p.m.—The depression which is probably situated to the S.W. of Hongkong in from 10 deg. to 20 deg. Latitude is apparently becoming deeper. Its direction of motion is not yet determined. Strong E. and S.E. winds with hard squalls expected to-night.

On the 21st at 5.45 a.m.—Black South Cone and Ball hoisted.

At 9.15 a.m.—Black Ball hoisted.

At 12.15 a.m.—The barometer is inclined to rise in Hongkong, and to fall at Wuchow.

The depression, moving in a N.N.W. direction, has reached the coast between Macao and Kwong-chau-wan.

Pressure has increased considerably over the Sea of Japan, and moderate increases have taken place over Formosa and Luzon.

The highest pressure is shown over the Pacific in the neighbourhood of the Bonins.

Very strong monsoon may be expected over the N. part of the China Sea.

COMMERCIAL.

International Cotton Mfg. Co., Ltd.

An extraordinary general meeting of this Company was held at Shanghai to consider a proposal that the capital of the Company be increased to Tls. 1,050,000, by the creation of 4,000 new shares of Tael seventy-five each. Mr. C. Rayner presided.

The Chairman explained that the meeting had been called to consider and, if approved of, pass special resolutions and to empower the directors to issue, for the purpose of equipping the mill with a weaving plant of 300 looms, one half of the new preference shares at once, or as they might see fit. The Board were unanimously and strongly of the opinion that all cloth woven out of coarse counts of yarn consumed in China would sooner or later be supplied entirely from looms operated in the Far East, and that the first mills to recognize this would benefit thereby. Further, that by taking up weaving they would render themselves more independent of the yarn merchants and reap the benefit of a wider market for cloth. Whereas for some time yarn had been a dragging market, cloth had been readily saleable at prices which must pay a fair profit to local producers. Technically, the directors had been at pains to lay down plan of the latest and most approved and economical practice. All the machinery and looms required had already been ordered and they expected to be able to produce cloth in about six months from date. So convinced were the directors of the wisdom of their proposals that the mill engineers had been asked to provide for further future extension. As regarded the financial aspect of the proposed extension, only Tls. 10,500 per annum were required to pay interest, and net earning for the last ten years had averaged Tls. 67,678 per annum. A reserve of Tls. 150,000 was invested in the business and since the mill was started Tls. 444,666 had been written off on plant and machinery in addition to keeping everything in first class order out of revenue. This seemed to show that the Company was in a sound position.

There was no discussion and the special resolutions were carried unanimously.

A few days ago we reported in our columns a case in which a servant boy was robbed of \$500. He was attacked, so it is alleged, in the street at mid-day. A great number of these cases of highway robbery occur in the Colony, and after being investigated by the police, have been found to be fiction. When an explanation was sought at headquarters we were told that in the majority, those who report robbery are themselves the robbers. They say they have been attacked, but an examination of their bodies reveals no mark. What is the reason?

The reason is not far to seek, our informant continued. Is it any wonder that such cases occur when a boy is entrusted with such a large sum? It is putting temptation in his hands, and a man who is responsible for creating the temptation is deserving of the loss. Not only are Chinese firms guilty, but also European. We are asked, proceeded the gentleman interviewed, why more cases are not dealt with. We are informed that the majority of reported highway robberies are purely fictitious, and to lessen the number, trust must be placed in our servants.

"All the world's a stage and all the men and women merely players." What particular scene the immortal bard had in his mind, is hard to say, but it is quite conceivable that amid the pageantry of the Elizabethan era he saw many things which gave rise to this great metaphor. "One of the greatest pageants of the world is about to take place in the dim religious light of Westminster Abbey and all hearts must beat with one accord to the shout 'Vive le Roi.'"

FOREIGN NEWS ITEMS.

The semi-official "Rossija," in a leading article on the visit of the German Crown Prince and Princess to St. Petersburg, says:—"This event is of capital political importance. It serves as a new and solemn confirmation of the unalterable friendly relations between Russia and Germany. The close bonds of relationship which have existed for a long time between the two ruling families have promoted to a considerable degree such conditions as are favourable to the maintenance of European peace."

The Duma Committee has resolved to set aside the sum of 15,000,000 roubles (about £1,500,000) yearly from the Imperial Exchequer for the construction of harbours.

The Budget Committee adopted by twenty votes to nine the Bill by which the Minister of Marine is granted the necessary funds for the construction of four battle-ships for use in the Baltic Sea.

Recently the Marine Minister, Admiral Gregorovitch, introduced his Bill for the reorganisation of the fleet. The new programme provides for the maintenance of three distinct fleets—one in the Baltic, one in the Black Sea, and one in the Far Eastern waters. The cost is to be spread over a period of twenty years, instalments being voted each five years; but the first vote required will be the heaviest, as a number of warships of all classes have to be started without delay.

One particularly important part of the new programme is the plan to make Royal a first-class naval base. The Czar is stated to have interested himself actively in this scheme, and to have himself drawn up plans for the harbour works and improvements.

France.

The driver of a mail van who reported recently that he had been attacked in a lonely road near Bordeaux by two masked and armed men, and the van looted, gave such a confused account of the affair that he has himself been arrested on a charge of being concerned in the robbery. He then gave the names of two men as his accomplices, and they also have been arrested. The driver states that they went through the mails together.

The mysterious disappearance is reported of the money chest of the torpedo-boat No. 256, of the French defence flotilla at Dunkirk. Besides a sum of money it contained the vessel's papers and a number of important documents.

Denmark.

The lock-out which was declared at Copenhagen by the Employers' Association has ended, an agreement having been reached concerning the questions in dispute. The lock-out affected 40,000 men.

Manchuria.

A telegram from Mukden states that the new Viceroy has memorialised the Government in Peking asking that the Governors of Kirin and Tsitsihar shall in future send their reports to the Government only through the Governor-General. Both Governors have declared that if they are forbidden to communicate directly with Peking they will resign.

Poland.

A storm of hurricane violence, accompanied by a cloudburst, has wrought great havoc at Borsalav. The town is flooded, and the water has penetrated into houses and shops. Oil borings have been damaged, and many derricks, with all their equipment, have been washed away. Seven minor oil borings caught fire through lightning.

Portugal.

A feature of the approaching General Election is the complete absence of Monarchist candidates. Only in a few constituencies, where dissensions have occurred in the Republican ranks, will there be candidates not sanctioned by the directory of the Republican party. Almost everywhere else there will be no contest.

Argentina.

Consequent upon the disappearance of foot-and-mouth disease in England, the Ministry of Agriculture has decided to permit the importation of cattle coming from the United Kingdom after the middle of August.

INDIAN NEWS.

Cow Killing.

Bangalore, June 1.—A movement to protect cattle against being overworked and slaughtered is being pushed forward by a group of orthodox Hindus in Bangalore City.

They are about to memorialise the Maharajah's Government to pass a regulation prohibiting the slaughter of cows and have obtained the signatures of about 5,000 persons interested in the matter.

Examination for Military Officers.

Simla, June 1.—Sanction has been accorded to the institution of interpretership examinations in French and German for military officers in India. The examination will be held once a year, commencing on the third Tuesday in January at Calcutta and Bombay, and will be conducted by a Board which will consist of two British officers, assisted by an educated native of the country, the language of which forms a subject for the examination. A fee of Rs. 100 will be granted to each of the two British officers of the Board in addition to the usual travelling and detention allowances, and a similar fee of Rs. 100 will be paid to the civilian member of the Board. Applications to attend these examinations will be submitted through the proper channel to the Chief of the General Staff and should reach the Army Headquarters not later than the 15th October annually.

Question of Electric Installation.

Lahore, June 1.—Two European Electrical Engineers passed through Peshawar en route for Kabul. The Amir is hoping by their aid to establish an electric power installation for his factories where scarcity of fuel has been a cause of serious difficulty for the past few years. There is apparently water power available within a short distance of Kabul.

Col. Benson.

Bangalore, June 2.—The Hon. Col. P. H. Benson M.D., I.M.S., who has just retired from the position of Surgeon-General with the Madras Government, halted a day at Bangalore yesterday to attend a farewell function in his honour given by the representatives of the Medical Staff of Mysore, in which State he had been Senior Surgeon and Sanitary Commissioner for very many years.

Indian Railway Reforms.

Simla, June 2.—The annual meeting of the Indian Railway Conference Association will be held in Simla on September 18th and subsequent days. A lengthy agenda, containing no less than 58 items, has been drawn up and will be placed before the Conference for discussion. Many of these items are purely technical or departmental, but there are several important questions of public interest, such as the further discussion and disposal of the proposal for the establishment of a clearing-house at Agra, which has been under discussion for over ten years. Other subjects included in the agenda are the responsibility of railways for warehousing goods under section 72 of the Railways Act, measures relating to safety of passengers in railway trains, particularly relating to the question of inside bolts for carriage doors, responsibility of railways under risk note forms B and H, the proposed modification of the Railways Act to meet the case of indigent persons travelling on railways without tickets and electric lighting of trains.

The severe sentence inflicted by Mr. F. A. Hazelard at the Police Court the other day on a Chinaman who stole a hair pick from the head of a woman, serves to show that such crimes, for they are crimes, are in future to be dealt with rigorously. It is an offence which has become much too frequent, and certainly deserves punishment such as that meted out in the case mentioned. Commenting on the decision a Chinese gentleman admitted its justice. To English minds the sentence of five years' banishment, two months' imprisonment, two floggings and four hours' stocks is almost inhuman, but one must take into consideration that in these cases iron ruling, serving as an example when judgment is given, is the only safe and sure prevention to a recurrence.

THE WORLD'S SILK PRODUCTION.

The Syndicate of Silk Merchants at Lyons has just published the customary statistics of the world's silk production in 1910, though the figures relating to the Far East included in same are only provisional. The world's total is put at 24,350,000 kilos., compared with 24,510,000 for 1909. Towards this 4,705,000 kilos. raw silk was contributed by Western Europe, compared with 5,385,000 in 1909, including 3,047,000 kilos. by Italy (against 4,251,000 kilos.), and 320,000 (474,000) by France. The production of the Levant and Central Asia was 2,095,000 kilos., compared with 3,038,000 kilos. The Far Eastern total is put at 16,950,000 kilos. against 16,087,000 in 1909, including:—Exports from Shanghai 5,345,000 (5,185,000) kilos., from Canton 2,500,000 (2,295,000), from Yokohama 8,890,000 (8,372,000), and Calcutta and Bombay 215,000 (235,000) kilos. Despite the deficit in European and Levantine crops, the total silk production very closely approaches that of the all-round increase of Asiatic exports. More and more the supply of the silk markets depends on the Asiatic crops, whose exports show a constant advance. From an average of 8,354,000 kilos. in the years 1876-80, the world's silk crop has been steadily expanding, until it reached 24,510,000 in 1909, and the above-mentioned figure for 1910. In the same period the contribution by the Far East has risen from 5,740,000 kilos. to 16,950,000 last year.

GERMAN RAILWAY ENTERPRISE.

The German railway enterprise in the Chinese province of Shantung has, according to the report just issued, developed favourably in the year 1910. The traffic receipts of the Shantung Railway Company rose from \$3,400,000 to \$3,700,000, or 9 per cent., and the traffic expenses from \$947,339 to \$999,723, or about 5.53 per cent. Some 654,128 (1909: 641,279) passengers and 769,192 (696,280) tons of goods were carried on the 436 kilom. of line in operation. Coal and coal briquettes form the lion's share of the goods traffic. Including the amount of m. 124,300 (m. 109,839) brought forward, and after placing m. 370,000 (m. 300,000) to the renewals fund, writing off m. 57,330, &c., the profit of the year amounts to m. 4,696,229 (m. 4,129,210). It is proposed to deal with this as follows:—To reserve fund, m. 228,591 (m. 201,268); special reserve fund, m. 228,591 (m. 201,268); 6-1.2 per cent. dividend, m. 3,510,000 (m. 3,240,000); profit shares, m. 7.50 (m. 5) each, m. 405,000; and carry forward, m. 182,580.—"L. & O. Express."

THE CORONATION EXHIBITION.

The Coronation Exhibition at the White City, Shepherd's Bush, London, was opened recently by Prince Arthur of Connaught. The British Empire as there reproduced is both pictorial and alive. One of the most admired features of last year's exhibition, the Four Seasons in Japan, has been developed to an extraordinary degree and with really remarkable success. Then there are a score of famous and typical scenes representing our Eastern Empire, including Hongkong, rising from the harbour to the Peak, and the savage abodes of Borneo. The gardens are looking their best. The turf is at its greenest, and the azaleas are gay in the Japanese "garden of peace," which will again be considered, as it certainly was last year, the most beautiful feature of the grounds. There is a science section, where visitors will have an opportunity of seeing the seismograph in operation. The seismograph will be in charge of Professor Milne, at whose observatory at Shide, in the Isle of Wight, remarkable records of earthquakes are kept. The exhibit, it is interesting to learn, is similar to that by means of which the catastrophes at Messina and Mount Pelée were recorded in the Isle of Wight and Berlin.—"L. & O. Express."

Prepaid Advertisements.

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TO LET.—GROUND FLOOR OFFICE, also TWO ROOMS first floor suitable for offices or living rooms; moderate rental; near Clock Tower; excellent situation. Apply REX, P. O. Box 418. Hongkong, 18th May, 1911. [1128]

HOUSE TO LET in Knutsford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1194]

OIL SHIP ON FIRE.

On Saturday last an extensive fire broke out on a large oil steamer lying just outside the Singapore harbour limit, and which ended in very considerable damage being done to the vessel and its eventual sinking. The outbreak was observed by those on board shortly after one o'clock, and it was not until seven o'clock that the vessel began to settle low in the water, the fire burning furiously for the greater portion of that time, huge sheets of flame and dense volumes of smoke being emitted from the hold, attracting attention for miles around.

The vessel was the s.s. Karang, a steamer of 357 tons registered tonnage, belonging to the Labuan Steam Ship Company, and being consigned by the East Asiatic Company with a cargo of benzine for Bangkok. She arrived in the roads a few days ago from Penang, and on Thursday the usual precaution was taken to anchor her outside the harbour limit before loading with benzine was commenced. The loading was practically ready to sail, when on Saturday at 1.40 p.m. a telephone message was received at the Master Attendant's Office that she was on fire off Tanjong Katong. The Tanjong Pagar Dock authorities were at once communicated with and the tug Varuna was despatched with fire extinguishing appliances. The tug for some distance round the burning ship was ablaze also, and immediate steps had to be taken to prevent the flames from the benzine floating away. Shortly after six o'clock the Karang began to settle down by the head, the Varuna having all this time continued to pump water into her fore hold. The conflagration was extinguished about seven o'clock by the vessel sinking in 5-1.2 fathoms of water, her masts and a portion of the funnel being all that remained above water.

ANGLO-JAPANESE COMMERCIAL TREATY.

The Board of Trade are in receipt, through the Foreign Office, of a telegram from His Majesty's Embassy at Tokyo to the effect that under the most-favoured-nation clause of the Anglo-Japanese Commercial Treaty of April 3 last the United Kingdom will be entitled, until Aug. 4, 1911, to the rates of Customs duty and to the coasting trade privileges provided for by the Franco-Japanese Commercial Treaty of Aug. 4 1896, and Supplementary Convention of Dec. 25, 1898. The rates of Customs duty in question affect a number of articles of importance to British trade, including the principal descriptions of cotton and woollen goods, on which the rates of duty are as a general rule those at present in force under the Anglo-Japanese Treaty of 1894, and information regarding them may be obtained from the Commercial Intelligence Branch of the Board of Trade, 73, Basinghall-street, E.C. As regards other British goods, the new statutory tariff of Japan or the Conventional rates of duty established by the Anglo-Japanese Treaty of April 3 will come into force on July 17 next; and on August 4, when the French Treaty expires, they will be put into force as regards all British goods.—"L. & O. Express."

Mr. W. H. Dooley.—One cannot help being impressed with the systematic way in which Germany is educating all the people.

Intimations



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE, via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

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\$40	(S.M.R. Train).....Lv.	6.00 a.m.	"	"
Y14.95	Mukden (").....Ar.	1.50 p.m.	"	"
Y11.50	(").....Lv.	2.05 "	"	"
R 9.60	Changchun (").....Ar.	8.30 "	"	"
	(Russian Train).....Lv.	*9.30 "	"	"
	Harbin (").....Ar.	*9.10 a.m.	Mon. Thurs. Sat.	State Ex-press for Moscow

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SOUTH BOUND.

Connecting at Harbin with			State Ex- press from Pe'g'g.	State Ex- press from Moscow	Wagon Lite from Mos- cow
R 9.60	Harbin (Russian train) ... Lv.	* 11.20 a.m.	Mon.	Wed.	Fri.
	Changchun (") ... Ar.	* 8.25 p.m.	"	"	"
	(S.M.R. Train) ... Lv.	10.30	"	"	"
Y 11.50	Mukden (") ... Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y 14.95	(") ... Lv.	5.25	"	"	"
	Dairen (") ... Ar.	1.30 p.m.	"	"	"
Y 40.00	(") Steamer ... Lv.	Noon	Wed.	"	Sun.
	Shanghai (") ... Ar.		Fri.	"	Tues.

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* Russian Train Time is 23 minutes short of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

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JUST ARRIVED

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Hongkong, 9th June, 1911.

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A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

Hongkong, 9th June, 1910.

[28]

MARRIAGES.

On June 20th at the Peak Church, Hongkong, by the Rev. F. T. Johnson, Stuart Graham, only son of Colonel Stuart, Newell, C.B., of Wellington, New Zealand, to Helen Charlotte, eldest daughter of C. W. Walter, Esq., of 6, Langford Place, St. John's Wood, London, N.W. [1220]

At St. Peter's Church, Hongkong, on 21st instant, by the Rev. C. E. Thompson, Albert Edward Chapman, to Ethel Mary Parker, youngest daughter of the late Alfred Parker, Hongkong. [1221]

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 21, 1911.

THE CORONATION.

The one event of the week, and of the year, is the coronation of their Majesties which will take place to-morrow in the sacred precincts of Westminster Abbey, where for centuries past the Kings of England have with impressive ceremonial been recognised as the head of the church and state. No event can be of more importance to the world than the accession of a new sovereign to the throne of England, and it is not without reason that the nations watch with a keen interest the personality of each new monarch as he takes up the sceptre of the greatest Empire the world has ever seen. No matter how much the operations of the King may be limited by the rules of etiquette and laws of regal procedure, it is eventually his personality that has a great effect upon the people, not only during his reign but even in the years to come when he sleeps with his forefathers. May that time be far distant, is the devout wish of every loyal citizen.

The great expanse of the British Empire the diverse people, forming its constituent parts, the peculiar bearing that each individual entity has upon perhaps the neighbouring states of some foreign power, and the many and intricate points of policy that have to be dealt with by the British Government, makes the advent of a new king food for speculation as to line of action he will adopt when he has got an insight into the affairs of his empire. That our king is one, who has an intimate knowledge of the deeds of his people, no one who has followed his history will for one moment deny. His early training, his long visits to the various outposts of the empire and the natural peripatetic that he, has already shown, seem to be a fair omen that the good done by his father before him, will be continued and that he will show the same excellent qualities that his revered father displayed in his all too short a reign. That he has formed judgments on the need of the country and its dependencies, that he is at heart a regal imperialist, will always be evidenced by the straight spoken words that he uttered on his return from his colonial tour, as Prince of Wales, when at the Guildhall he made a great speech of which the key note was "Wake up England." His speech on that occasion showed that he had made a close examination of the peculiarities of the empire, over which he was soon to rule and at the same time clearly demonstrated that he had realised the necessity for a live policy for the whole of his future domains. We know not, no one knows, to what side the king leans in home politics—in fact he is supposed to have none—but his people may rest secure that nothing which will tend to harm of the empire will receive his support.

The kingship of any nation is a position of appalling responsibility. Not only does the happiness of his own subjects rest in his hands but oftentimes that of thousands of others, whose peace is dependent upon the pacific intentions of the monarch of another country. Hence the importance of to-morrow's ceremony. Were the king of any country aggressive, ambitious, and filled with the instinct of autocracy the world would soon be disturbed.

On the other hand a monarch seeking first and last, the peace of his subjects and the peace of the world, is able to exercise a beneficent influence over the whole universe. Such a man was King Edward, and such a man will his royal son be and the people of the world may rest assured that the peaceful policy that his father instituted will be enthusiastically followed by the son. The accession of a new king marks a stage in the history of the empire and we do not fear but that under the guidance of the worthy son of an excellent father, England will go forward and "wake up" as she was advised to do, that when his earthly throne may fade away he will leave the world a better place for his sojourn, and the empire more wrapped in an imperishable glory.

DAY BY DAY.

Wednesday.

"For now I am in Holiday humour."

To-morrow being a public holiday in honour of the Coronation there will be no issue of the "Hongkong Telegraph." The paper will be published as usual on Friday.

Chinese Salute.

All the Chinese cruisers and gunboats in the waters of Canton will fire a Royal Salute to-morrow in honour of His Majesty King George V.

Shanghai Dock Co.

We are informed by Messrs. E. S. Kadoorie and Co. that the Shanghai Dock and Engineering Co., Ltd., have declared a dividend of 12s. 2-1/2 per share.

Beware of Pickpockets.

It is usual at holiday times and on festive occasions for many people to become acquainted with the pickpocket. The police desire to warn the public in this respect and are posting notices all over the City.

Corner in Gasoline.

The gasoline market of Manila and the Philippines was cornered on the 14th inst., and prohibitive prices reigned. Many garages which had been in the habit of keeping less than a week's supply ahead of them were left in the lurch. Relief supplies are being sent down from Hongkong.

The first "Top" Hat!

The first public appearance of the top hat in its shiny modern form was in London on January 10, 1797, and proved to be nothing if not sensational. The wearer was John Hetherington, a Strand haberdasher, and the unwelcome sight of his new and shiny headgear caused such a turmoil in the street that he was charged with breach of the peace and "inciting to riot" and was bound over to keep the peace in the sum of £500.

Adventures of Census-taking.

Census-taking has its adventurous side; the cruiser Pathfinder has returned to the Kyles of Bute after conveying an official from the Registrar-General's Office to the Island of St. Kilda for the purpose of taking the census. A landing on the island was effected only after great difficulty, the cruiser having to leave the dangerous neighbourhood of the island several times owing to the tempestuous sea that was running. The census shows a population of 80, equally divided between the sexes. Sixteen births, 15 deaths and three marriages were registered during the decade.

Coronation Celebration.

Work is now in full progress along the Bund in Shanghai in the erection of decorations for the Coronation celebration. Workmen are busily engaged in the British Consular grounds while the same can be seen in front of all the principal hotels and clubs along the Bund and in several instances over in the French concession. The Russo-Chinese Bank will make a particularly brave showing from what can be seen of the rough outline. Given fine weather the Bund will present a magnificent spectacle on Coronation night. In many of the other roads, namely Nanking Road and North Soochow Road, the work of preparing illuminations is going ahead rapidly.

Accident to Illumination

Device.

At about 3.25 this afternoon the frame work bearing the words "God save the King" to be picked out in electric light to-morrow evening. The words "The King" fell from their position in the May Road, right across the Peak Tramway track so that the cars had to be stopped while the obstruction was removed.

For several days past we have been watching the effect on the device, of the rains followed by a hot sun. Before it actually fell the sharp, clear definition of the letters were greatly marred by the action of the elements.

At a quarter past noon a meeting will be held in the City Hall to endorse the telegram of congratulations sent to their Majesties.

H.E. the Governor's reception will take place at 8.30 p.m. and the Public Gardens will be open to the guests.

At 9.30 the Japanese will give a display of fireworks in the Gardens. The Fish Lantern procession which will leave the Bowrington Canal at 8.30 is due to pass through the gardens at 10.15.

The events of to-morrow start with a review of the troops and a naval contingent in the Happy Valley after which there will be a drum head service. This will be at eight a.m.

Preparations for the service in the St. John's Cathedral are now complete. An extra amount of seating accommodation has been placed in the body of the church. The service will commence punctually at 11 a.m.

Cable Restored.

An express was issued by the Great Northern Telegraph Co. this afternoon stating that the Japanese lines had been restored. Communication was temporarily cut off owing to the floods in Japan.

THE CORONATION.

Shanghai Arrangements.

A meeting of the various committees connected with the local Coronation Celebrations was held last Thursday evening at the Supreme Court, Shanghai, under the superintendence of Mr. E. D. H. Fraser, Consul-General. Much business was transacted, and it is hoped that the complete programme for next Thursday will be published very shortly. In the meantime the following is briefly the order of the day's events:—

10.30 a.m. Special Service at the Cathedral.

Noon. Artillery salute of 21 guns, from the Bund fortresses.

12.15 to 1.15 p.m. Reception at Consulate. 2.30 p.m. Sailors' sports.

4 p.m. to 7 p.m. Children's sports and side shows, and tea for the children.

7 p.m. Presentation of prizes. 9 p.m. Grand torchlight procession of illuminated and allegorical cars.

9.30 p.m. Fireworks on Race Course.

The route and order of the torchlight procession, are as follows:—

Proposed Route of Procession.

Mustering—Soochow Road (8.30 p.m.) Bund, over Yangkingpang Bridge to Rue du Consulat. Turn to right—Rue Montauban. Cross Yangkingpang and proceed by Kiangso Road, Kiukiang Road, Bund, Nanking Road to Race Course.

Proposed Order.

Light Horse. Baden-Powell Boy Scouts, with colours. Girl Scouts. Town Band. 100 Blue-jackets. 1st Car (Electric Regalia at Nanking Road) Shanghai Boy Scouts. 100 Volunteers Sikhs (about 150) 2nd Car (India) Legion of Frontiersmen. 3rd Car (Canada) 100 Volunteers. Band of Minotaur. 100 Blue-jackets. 4th Car (Britannia) 100 Blue-jackets. 100 Volunteers. Boys' Brigade with drum and fife band. 5th Car (Australia) 100 Blue-jackets. 6th Car (South Africa) 100 Volunteers. 50 Blue-jackets. Fire Brigade.

It would be much appreciated by the public if the Observatory would in future forward each day, to the superintendent of the High Level Tramway, a copy of the weather report, which he issues daily. In the event of the Director of the Observatory acquiescing in the above will the Superintendent of the tramway, have a board placed in the stations on which these notices may be placed and should the notice announce the approach of a typhoon, will he arrange to have a signal displayed both in the lower and in the upper station a red flag or ball and a black flag or ball will serve the purpose well.

THE CORONATION.

Peak Children's Entertainment.

The following is the programme for the Peak children's entertainment to be held to-morrow at 4 o'clock:—

4. Arrival. Switchback—Sailors doing funny things. Children's games. Japanese Fireworks, etc.

4.30. Tea. The mothers have been kindly invited to tea at the Mount.

5. Presentation of medals and reading of address.

5.15. Sports, events Nos. 1, 2 and 3 and nurses' tea.

5.45. Juggling and conjuring; in grounds if fine, in ball room if wet.

6.30. "God save the King."

Programme of Sports.

The children will be divided into three classes A, B and C. A (8 and over) on croquet lawn; B (3 to 5) on top lawn; C (children under 3 too young to compete).

Event 1.—Egg and spoon race. Both classes, boys and girls together.—Class A, ten spoons; Class B, dessert spoons. In each class three prizes for boys, three prizes for girls.

Event 2.—(Class A). Three-legged race, boys and girls mixed; (Class B). Japanese umbrella race. Children to run to an umbrella, open it, and run back with it. In each class three prizes for boys and three prizes for girls.

Event 3.—Class A only—Relay race. Teams of 4—2 girls and 2 boys; one round croquet lawn; prizes for the first three teams. In order to assist in the organization of the sports it is requested that each child should wear a coloured bow pinned on the frock to indicate its age:—children 6 years and over, blue bow; 3 to 5, red; under 3, pink.

The Executive will be very grateful if the mothers and nurses in charge of the children will assist as much as possible in seeing the children get to the proper lawns and that the programme is carried out with as much punctuality as possible.

The Executive will be assisted by a Ladies Committee composed of the following ladies:—Mrs. Stedman, Mrs. H. B. Hancock, Mrs. Jones, Mrs. H. W. Bird, Mrs. L. G. Bird, Mrs. Ram, Mrs. Stabb, Mrs. Looker, Mrs. Layton, and Mrs. Hurston, who will each wear a Coronation Rosette.

Coronation Review.

In the event of it being necessary to postpone the Coronation Parade on account of bad weather, two guns, at two seconds interval will be fired from the saluting battery at 5.50 a.m. The parade will then be postponed till 4.0 p.m.

If the weather is still bad and the parade cannot be held in the afternoon two guns will be fired from the saluting battery at two seconds interval at 1.30 p.m. Commanding Officers will then hold parades, to celebrate His Majesty's Coronation, on their private parade grounds.

As it is possible that the signal guns may not be heard at Stonecutters and Lyceum a telephone message cancelling the parades will be sent to the C's C. at these places.

In Case of Bad Weather.

The Executive Committee met this morning at 10.30 o'clock and decided that as the weather showed signs of improvement all preparations for the celebrations were to go forward. A final decision will be taken early to-morrow morning, and if any postponement is decided on, it will be announced at the meeting at the City Hall to-morrow. Should a postponement be necessary a long red streamer 14 ft. by 4 ft. will be hoisted at the following places:

Hongkong & Shanghai Bank
Jardine Matheson's Office
East Point
Harbour Office
Mount Gough Police Station
Kowloon Police Station
Hongkong & Kowloon Godowns
Observatory.

The City Hall Meeting. A Public Meeting will be held at the City Hall to-morrow at 12.15 p.m. for the purpose of endorsing the telegram to be sent on behalf of the Community to His Majesty the King.

Hongkong Volunteer Corps. In the event of it being necessary to postpone the Coronation parade on account of bad weather two guns, at two seconds interval, will be fired at 5.50 a.m. from the saluting battery.

The Volunteers will, in that event, parade at 3 p.m. if the weather is then suitable.

Motor Vehicles.

The following Regulation is made in accordance with Ordinance 2 of 1899:—

No Motor vehicle will be allowed in any thoroughfare of the City of Victoria between 5 a.m. on Thursday the 22nd of June and 5 a.m. on Saturday the 24th of June, and between 7 p.m. on Saturday the 24th, and 5 a.m. on Sunday the 25th of June.

Coronation Service.

Arrangements for Coronation Service in St. John's Cathedral, at 11 a.m.

Government officials, foreign consuls, navy and army representatives, volunteer officers, and members of the coronation committee, are requested to enter by the West End Door.

Cathedral seat-holders and Free Masons are requested to enter by Transept Doors.

A limited number of unallotted seats will be available for the general public in the side aisles, the Baptistry, and the Gallery (the latter for men only.) Doors will be opened at 9.45 a.m.

Ticket holders are requested to be in their seats not later than 10.40 a.m., after which time all unoccupied seats will be filled.

Traffic Regulations.

The following Regulations are made in accordance with Ordinance 2 of 1899:—

(1) On the morning of June 22nd between the hours of 7 a.m. and 10 a.m. the following roads will be closed to vehicles as may be found necessary: tram cars and motor cars must stop as directed by the Police:—Gap Road, Queen's Road East, Connaught Road Central between Murray Road and Blake Pier, Pedder Street, and Queen's Road Central from the Clock Tower to Murray Barracks.

(2) On the evening of June 22nd Upper Albert Road from its junction with Albany Road to the Eastern gate of the Public Gardens will be closed to vehicles except chairs conveying guests to Government House from 8 p.m. to 11 p.m. Chairs will pass from Government House to Lower Albert Road. College Path will be closed to chairs.

(3) On the 22nd, 23rd and 24th of June all the thoroughfares of the City of Victoria, except the electric tram routes will be closed to motor vehicles between the hours of 5 p.m. and 12 mid-night.

(4) On the evening of June 22nd and 23rd the thoroughfares specified below along which the Procession will pass will be closed to vehicular traffic between 8 p.m. and 12 mid-night when and where necessary.

Streets through which the Chinese procession will pass on the evening of the 22nd inst. leaving Bowrington at 8 p.m.

Bowrington Canal Road, Leighton Hill Road, Morrison Hill Road, Wanchai Road, Queen's Road, East and Central, 9 p.m. Bonham Strand West, Possession Street, Hollywood Road, Elgin Street, Caine Road, Albany Road, to Public Gardens 10.15 p.m. Garden Road, Albert Road (Lower), Wyndham Street, Hollywood Road, Lyndhurst Terrace, Wellington Street, West, Jervoy Street, Wing Lok Street East, Wing Sing Street and Des-Vaux Road.

Streets through which the Chinese procession will pass on the evening of the 23rd inst. leaving Bowrington at 8 p.m.:—Bowrington Canal Road, Leighton Hill Road, Morrison Hill Road, Wanchai Road, Queen's Road East, Pedder Street, Des-Vaux Road, Morrison Street, Bonham Strand West, Queen's Road West, Possession Street, Hollywood Road, West Street, Square Street South Side, Caine Road, Seymour Road, Castle Road, Arbuthnot Road, Hollywood Road, Lyndhurst Terrace, Wellington Street East and D'Agular Street.

A Lasting Commemoration.

The Singapore merchants of Amoy propose to commemorate the Coronation by placing a beautiful tablet in the British Consulate grounds at Kulangsu, costing between \$2,000 and \$3,000. The tablet will consist of Chuan-chiu granite, nine feet square, laid in pyramidal form; upon this base will rest four marble columns, and on the top of all a lion cast in bronze or some other metal will be placed.

THE NEW KAPSING BEACON.

Site Decided Upon.

We are indebted to our correspondent "British Sailor" for once again urging upon public notice the importance of adequately lighting the approach to the harbour for ships making the port by night. Skippers on the Canton run have, time and again, urged upon the shipping firms the necessity for placing a light on Kapsing Island. The latter have in turn had recourse to the Committee of the Hongkong General Chamber of Commerce by whom the matter was brought to the notice of the Government. Recognizing the reasonableness of the representation and ever solicitous of the interests of the commercial community, H.E. the Governor promptly acceded to the memorial of the ship captains and instructed that provision be made for the desired beacon in the neighbourhood of Ma Wan.

In his letter printed in these columns last evening "British Sailor" supposes that "we will hear no more about the matter until another disaster similar to that which befell the Powan will rouse the public attention to this crying disgrace," although "it is now three years ago since the Government gave the undertaking that a light would be erected there [on the shoal to the southward of Kapsing]."

We are glad to be able to dissipate "British Sailor's" Apprehension.

It is true that the Government does not always move with the promptness of commercial institutions, but this lack of energy is due more to the system than to individuals. It is to the former that departmental obstruction, which is responsible for so much delay, has to be ascribed.

It will probably be good news to our correspondent and to the seafaring fraternity in general that a site for the beacon on the island of Kapsing has actually been decided upon. It was only as recently as last Friday week that a high official—none other than the Assistant Director of Public Works himself—visited the island with a view of surveying the most suitable site for the erection of the light.

Another Desirable Feature materially assisting navigation through Capsuimun will be the provision of a fog bell with the erection of the beacon. Far from ignoring the requirements of the shipping community in this respect, we have reliable information that the light to be erected on Kapsing will be of a higher order than that on Blackhead's Point. Mr. Churchill's visit of a week ago does not certainly betoken any apathy so far as the Government is concerned and we are glad of the opportunity to remove any anxiety on the part of our numerous friends that "go down to the sea in ships."

Semaphores for Lighthouses.

While on the subject of the lighting of the approaches to the harbour, it is our agreeable duty to compliment the Government on certain further improvements which are about to be introduced on Gap Rock and Waglan. Hitherto signals exchanged between these two points and passing vessels have been by means of hand flags. For the past week a gang of some fifteen workmen have been employed on Gap Rock in connection with the erection of semaphores on the island. At Gap Rock the apparatus will be put up on the lightkeepers' quarters, while at Waglan it is proposed to fix it on the gun platform. Yet

Another Improvement

will be the replacement of the present oil lamps in the lighthouses by incandescent burners. For some little time past experiments have been made with incandescent burners at Gap Rock. We understand that, if the experimental tests justify it, a change will be made in the lighthouses so as to secure even more efficient lighting than now obtains. Any improvement calculated to assist navigation cannot fail of appreciation in such an important port as that of Hongkong.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon when Mr. E. D. O. Walfo presided. Those present were:—Messrs. A. Shelton Hooper, Hon. Mr. W. Chatham, Hon. Mr. E. A. Hewitt, Mr. Chu Pak, Ng Hon Tse, Col. Bedford, Dr. F. W. Clark, Medical Officer of Health, Dr. Hartley Assist. M.O.H., & Mr. Bowon Rowlands, secretary.

Among the business that came up for discussion was the report of the committee relative to the interment of the remains of the late Mr. Choa Tong Howe in the Colonial Cemetery. The Hon. Mr. E. A. Hewitt minuted:—This is a very thorny point, and, while I do not wish to say or do anything calculated to distress the relatives of Mr. Choa, I think in dealing with future cases we should not agree to the remains of a man of his standing and age being buried in the Colonial Cemetery simply because he was baptised within 48 hours of his death and when for all we know he might have been practically unconscious of what was being done.

The president after reviewing the usual procedure adopted in these cases, said that since a certain portion of the Colonial Cemetery had been consecrated to all the members of the different Missionary Societies and the different churches of Hongkong, people, who in the ordinary course of events would have been buried in Mount Caroline, had referred to the missionary societies and had been practically baptised upon their death beds. The committee was called upon to consider these cases and the president had been empowered to deal with others. He had brought some of them before the board and it had then been said that where he was satisfied that the persons were eligible for burial in the Colonial Cemetery permission should be given. In doubtful cases he had referred them to a select committee although trouble had been experienced in getting them to come to a decision as to what should be done. In view of the fact that there had been three or four cases in which owing to the lateness of the application, and the distress that would have been caused by a postponement of the interment, the committee had had to waive the point, he thought that the time had come when they should decide that baptism upon the death bed should not entitle particular person to interment in the Colonial Cemetery. He regretted to see that certain Missionary Societies thought fit to take into their societies people who apparently were only professing Christianity on their death beds.

Mr. Lau Chu Pak: What does the law say on the subject? Is there any definition of a Christian?

The President: Well, the Ordinance says the cemetery is kept apart for Christian burial. That is a point open to argument. I say that a person who becomes a Christian at the same time as he makes his will, and ask some Missionary Society to baptize him, that it is not correct.

Mr. Shelton Hooper said he had an interview with the Bishop some time back he gathered from his observations at the time that he did not approve of any one who had not been a Christian for some years being baptised until after a period of probation, something, he thought, like three months.

He was quite with the President that the course he had mentioned was not the practice, and he did not think that the relatives of those concerned would wish to invade or take advantage of the law by saying that a person who was baptised five minutes before he died was entitled to be buried in the Colonial Cemetery; whereas if he had died a week before he would have been buried in a place where their own religious rites were observed.

Col Bedford endorsed the views given and the President remarked that there was a cemetery at Pokfulam which was specially set aside for Chinese who professed the Christian religion. He thought that might be used for those who were baptised on their death beds.

The matter was left over till next meeting.

Previous to the conclusion of the meeting, Mr. Shelton Hooper drew attention to the insanitary condition of the mortuary at Kowloon. He had been informed on very good authority that the mortuary was in such a condition that the medical officers of health could only do their work with great difficulty and great detriment to their own health. He did not know whether it was a fact or not, but it was recorded in the papers the other day that they had not a water spray, a thing that was essential in every mortuary. He had not visited the place himself, but he called the attention of the Board to it in the hope that the Head of the Sanitary Department would have a report submitted to the Board on the sanitary condition of the mortuary. They had power to pass bye-laws with reference to it, because the mortuary came under their supervision.

The President: You do not suggest in your speech that the mortuary is under our direct control. It is under our supervision. It is not a building that is like, for instance, a disinfecting station.

Mr. Hooper: No, I suggest it is a building which we are empowered to make bye-laws for its sanitary maintenance. It is not excluded because it is a Government building.

Mr. Hooper proposed that a report be submitted, as he had suggested, to the next meeting of the Board.

Col. Bedford seconded. Carried.

CHINA'S DIPLOMATIC RELATIONS.

With Foreign Powers.

(THE "TELEGRAPH" CORRESPONDENT.)
Canton, June 20.

In a despatch from the Ministry of Foreign Affairs to the Canton Viceroy, it is stated that China has more to do with diplomacy now and that it behooves her to preserve her right as a nation, and uphold her prestige in dealing with diplomatic disputes.

The Ministry has accordingly come to an arrangement with the Diplomatic Body at Peking, regarding the framing of six new regulations which are to be observed throughout the Middle Kingdom, when diplomatic cases crop up.

By the first regulation, the Diplomatic Body agree that no Chinese anarchists shall be allowed to take shelter collectively in any foreign country, to solicit funds for their party, to ship arms or to act independently.

The second regulation contains reference to the suppression by foreign nations of the

Smuggling of Arms and ammunition into the interior of China, so as to preserve her peace and the peace of the foreign nations.

The third regulation prohibits foreign cruisers, gunboats or other naval craft from cruising in the inland waters of China, by way of preventing diplomatic questions cropping up.

The fourth regulation deals with foreigners getting supplies of Chinese labourers. Any foreign merchant intending to obtain a supply of Chinese labourers must first write to his consul, who will inform the authorities of the place whence the merchant intends to get the coolies. Unless with the approval of the authorities, he is not allowed to get any labourers.

The fifth regulation governs the drawing up of agreements in connection with

Mining and Railway enterprises, between China and a foreign nation or nations.

The right of building a railway or that of opening a mine will cease on the termination of the term of the agreement. The concessionary or concessionaries cannot, after the expiration of the agreement, make fresh demands, or cause unnecessary delay in giving up her rights or their rights.

The last regulation connects with the outbreak of anti-missionary trouble in China. When trouble of this nature occurs the foreign nation to which the missionaries concerned belong, should not use highhandedness as a stronger Power, in pressing upon China the settlement of the case.

CORONATION HONOURS FOR HONGKONG.

His Excellency to be G.C.M.G.

As is announced in our telegraphic columns to-day the Coronation Honours List contains two Hongkong names—those of H.E. the Governor, Sir Frederick Lugard, upon whom His Majesty has conferred the Grand Cross of St. Michael and St. George; and of the Hon. Mr. A. W. Brevin, Registrar General, upon whom has been conferred the C.M.G. At this juncture it may be of interest to glance at the careers of our local recipients of Coronation honours.

Sir Frederick Lugard.

H.E. Sir Frederick Lugard, G.C.M.G., C.B., D.S.O., was born on Jan. 22, 1858; served in the Afghan War, 1879-80 (medal); Sudan Campaign, 1885 (despatches, medal and two clasps, bronze star); Burma Campaign, 1886-87 (despatches, three, D.S.O., medal with two clasps); commanded expedition against slave traders on Lake Nyassa, 1888 (severely wounded); employed by British East African Company in command of the exploration of the Sabaki, and Administrator of Uganda, 1889-92 (medal); employed by Royal Niger Company in command of Expedition to Borgu to negotiate British Treaties 1894-95 (medal); in charge of Expedition for British West-Charterland to Lake Ngami, 1896-97, I.M. Commissioner of Northern Nigeria and Lagos, and Commandant of West African Frontier Force (which he raised), 1897-99 (medal); High Commissioner of Northern Nigeria with rank of Brigadier General, 1900-6; Governor and Commander-in-Chief, Hongkong, 1907.

Hon. Mr. Brevin.

Hon. Mr. Arthur Winbolt Brevin, C.M.G., was born on June 12, 1867. He arrived in the Colony in 1888 as a cadet; was appointed Justice of the Peace in 1894; acting assistant Registrar General, 1895; acting Inspector of Schools, April, 1897; appointment confirmed, August, 1897; acting Registrar General, 1898 to 1899; appointment confirmed, 1901.

CHINESE Y.M.C.A.

Dr. White's Visit.

A passenger on the s.s. Rubi, sailing from Hongkong yesterday afternoon was Rev. A. E. Cory, of Nanking, who for some time has been the secretary of the Centenary Conference Committee for the Promotion of Bible Study. Though Mr. Cory was on his way to Manilla on business in connection with his own mission, the Disciples Mission, he met with the local committee having in charge the arrangements for the visit of Dr. W. W. White of New York, the well-known Bible teacher who is to visit China during the coming summer. Some time ago it was expected that Dr. White would visit Hongkong at the end of August and conduct a Bible Institute Mr. Cory brought word that at this time owing to the condition of the health of Dr. White the Conference Committee was unable to give a definite promise that he would make the proposed visit to Hongkong. Definite announcement will be made as soon as Dr. White can be seen and the matter laid before him.

FIELD GUNS IN CHINA.

Drilling the Gunners.

(THE "TELEGRAPH" CORRESPONDENT.)
Canton, June 20.

At the last meeting of officers of the Canton troops, held in the Army Headquarters, the Commander of the Artillery Corps, Chun, raised the question of the use of field guns by the different regiments, these having been obtained from France.

As the directions for the use of these guns is somewhat contrary to the ways practised by the gunners, the Commander suggested that the Military College be asked to print seventy copies of the instructions on gun practice delivered by the German professors, engaged in the College, and to send them to the officers of the artillery corps for reference in the training of their men.

The suggestion was favourably approved of by the Military Training Department.

ESCAPED FROM CUSTODY.

Sequel at Police Court.

A case was heard at the Magistrate's Court this afternoon before Mr. F. A. Hazeland, in which John Tatam "did unlawfully attempt to escape from legal custody when being conveyed from Victoria Gaol to the Supreme Court, Victoria, in the Colony," on the 16th inst." Mr. Hind appeared for defendant.

Mr. Hind, after His Worship had called for evidence, said he could satisfy His Worship that for a person to escape from legal custody, if that person be imprisoned for debt, was not a crime. He further submitted that the Ordinance did not make it a crime, and if it were a crime it could only be so under common law, but it was perfectly laid down that it was not common law.

Mr. Hazeland: Had we not better take the evidence first?

Mr. Hind: I think I can satisfy your worship that this is no crime.

Mr. Bowley, who appeared to prosecute, said the charge was one of unlawfully attempting to escape from custody.

Mr. Hind, after further argument, said that though an attempt to escape from prison is a crime no statute that has ever been passed has ever made it a crime for a debtor to escape from the custody of a constable who had him in charge. For that reason the charge must be dismissed.

Mr. Bowley: I agree with my learned friend that there is no statute which makes it a crime for a person, in custody for debt, to escape. But I submit that it is and always has been in the common law of England, that any person escaping from custody is guilty of a misdemeanour of common law, but there is nothing in the authorities which shows that an escape of such person is not an offence.

During further argument Mr. Hind quoted authorities in support of his contention and said that the Encyclopaedia of Law stated that attempts to escape did not apply to persons in custody on civil charges.

Mr. Hazeland: You simply limit it to the fact that defendant was outside the prison?

Mr. Hind: Yes, yes, your worship.

Mr. Hazeland: I shall have to take time to consider this.

Mr. Bowley stated that defendant was arrested on the 25th May, under a writ of execution issued by the Supreme Court, for the costs of a certain action. On the 29th May defendant made the usual application, supported by an affidavit, for his discharge from gaol under the provisions of the code. An order was made and the application was fixed to be heard on the 16th June.

Defendant was being taken from Victoria Gaol to the Supreme Court along Wyndham Street. When half way along Wyndham street, he snatched off his cap and rushed down Pedder street, the warder following him. He made for the offices of the American Consul, and had got his foot on the stairs, when he was arrested. He was taken to the Supreme Court, and when he heard his application was adjourned for three weeks he went quietly back to gaol.

Mr. E. B. Safford, said that the application had been adjourned before defendant's arrival at the Supreme Court. When he was brought in, he asked witness if he would do him a favour. Witness consented and defendant then said: "Tell this man (pointing to the warder) not to report me; otherwise I shall get into trouble." Witness asked the warder what defendant had said. The warder in reply informed witness he had attempted to escape, and made for the Kowloon Ferry Wharf.—The Warder was next called, and gave evidence regarding the escape and recapture.—The case was adjourned until June 29th.

"John Bull" in the Courts.

In the King's Bench division recently Mr. Mitchell, who carries on the business of a seller of Christmas cards, as Gordon and Co., at 27 Worship street, E.C., was awarded £1,200 damages for libel against Mr. Bottomley, M.P., and the proprietors and printers of "John Bull." The plaintiff alleged that he had been accused of fraud in an article in "John Bull."

OUR LETTER BOX.

[The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."]

[To the Editor of the "Hongkong Telegraph."]

Dear Sir,—Will you be so kind as to publish the following challenge in your most valuable sheet.

On behalf of Coxswain Sandberg of the U.S.S. Wilmington, I hereby challenge Carlson or any other "Middle" or "Heavy" weight wrestler of the Colony to a "Catch as catch can" wrestling match, to take place in Hongkong on or after July 21st., before the club or promoter offering the best purse, and for a side bet of any amount up to \$1,000 Mox. Carlson has been challenged by Sandberg in Manila on different occasions but has always managed to side step the issue and it is now up to him to either accept this challenge or "pipe down" about his wrestling ability and supremacy of the "Far East."

If Carlson will see me during his stay in Hongkong I will guarantee him a satisfactory agreement with my man.

Yours etc.,
W. W. BARTON,
Chief Yeoman, U.S.N.
U.S.S. Wilmington.

THE MESSAGERIES MARITIMES.

The ordinary general meeting of the Compagnie des Messageries Maritimes was held on May 23, M. Andre Labon presiding. The year 1910 has been marked by exceptional activity. In the 504 voyages effected, the company's ships covered a total of 1,507,276 nautical leagues, or 38,230 more than in 1909. Receipts amounted to £8,141,191, an increase of £3,564,430 on 1909—£1,307,984 on passenger account and £2,256,446 on goods account. Expenses followed the same, progressive course, and made a total of £7,530,608, an increase of £3,605,201. The balance is thus £9,610,493, or pretty much equal to that of the previous 12 months' working. Interest on the bonded debt takes £2,312,467, and of the balance of £7,298,025 a sum of £5,000,000 is devoted to the fleet depreciation fund, £532,344 to boiler renewal account, and £1,500,000 to the insurance fund, the balance of £265,680 being carried forward. The accounts were approved by shareholders, who re-elected MM. Paul Clavery and Paul Locat as directors.

CHINA TEA IN 1910.

There was a good crop of tea, in China last year, and exports show an increase of 62,000 piculs. Certain changes in the proportions shipped direct to different countries are noticeable. Great Britain took 35,500 piculs, or 46 per cent., more black tea, than in 1909. The United States took 37,945 piculs, or 42 per cent., less black tea, and 27,875 piculs, or 23 per cent., less green tea, making, for these two kinds, a decrease of 65,820 piculs, or 31 per cent., of which 20,000 piculs were made good, according to the Japanese statistics, by large importations from Japan. Russian Pacific ports took 27,685 piculs less black tea and 32,000 piculs more brick tea, the total shipments to Russia by all routes showing an increase of 57,000 piculs, or 6.2 per cent.

DON'T FORGET.

Wednesday, 21st June.
Coronation Service, City Hall, 6 p.m.
Victoria Cinematograph, 9.15 p.m.

Thursday, 22nd June.
Coronation Celebrations.
Roy Kenny V. Carlson boxing Contest, Belle View Stadium at 4.30 p.m.

Friday, 23rd June.
Coronation Celebrations.
Saturday, 24th June.
Coronation Celebrations.
Extraordinary General Meeting, National Bank of China, Ltd. 12.30 p.m.
Stanton V. Caplan fight, Victoria Skating Rink, 9.15 p.m.
Tuesday, 4th July.
American Independence Day.
Saturday, 8th July.
Gymkhana Meeting.

YOU

CAN ALWAYS GET THE BEST QUALITY
LOCAL
BEEF AND MUTTON
AND
AUSTRALIAN
FROZEN MUTTON, LAMB,
RABBITS, HARES
FROM
THE DAIRY FARM CO., LIMITED,
BUTCHER'S DEPARTMENT.
PRICE LIST ON APPLICATION.

To-day's Advertisements

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KITANO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 29th June, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.
Hongkong, 21st June, 1911. [5]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "MONTEAGLE."

THE above mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, consignees of cargo are hereby notified that their goods, with the exception of Parcel, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon Godowns, where delivery can be obtained.

Goods on hand after 9 a.m., on the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns, where they will be examined on Saturday, the 24th instant, at 10 a.m. No claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK,
General Traffic Agent.
Hongkong, 21st June, 1911. [1223]

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [34]

E. C. WILKS, M.I. Mech. E., A.M.N.A.
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase or sale of Steamships or Launches.
ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1100]

To-day's Advertisements

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SIKH."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th instant, will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 21st prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, 21st June, 1911. [1222]

THE CORONATION DRINK IS UNDOUBTEDLY.

MOET & CHANDON'S
DRY IMPERIAL CHAMPAGNES.

SPECIAL RATES FOR THE CORONATION CELEBRATION.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Hongkong, 19th June, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"MONTAGLE".....Wed., June 28.	"EMPRESS OF IRELAND".....Fri., July 28.
"EMPRESS OF INDIA".....Sat., July 1.	"EMPRESS OF IRELAND".....Fri., Aug. 18.
"EMPRESS OF JAPAN".....Sat., July 22.	"EMPRESS OF IRELAND".....Fri., Sept. 8.
"EMPRESS OF CHINA".....Sat., Aug. 12.	"EMPRESS OF IRELAND".....Fri., Sept. 29.
"EMPRESS OF INDIA".....Sat., Sept. 2.	"EMPRESS OF IRELAND".....Fri., Oct. 13.
"MONTAGLE".....Tue., Oct. 12.	

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route. R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£48 Via New York...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG	Saturday, 24th June, 2 p.m.
SHANGHAI.....	CHOYSANG	Monday, 26th June, Noon.
SINGAPORE, PENANG & CALOUTTA.....	FOOKSANG	Monday, 26th June, 2 p.m.
TIENTSIN.....	CHEONGSHING	Wednesday, 28th June, Noon.
MANILA.....	LOONGSANG	Saturday, 1st July, 2 p.m.
SINGAPORE, PENANG & CALCUTTA.....	LAISANG	Saturday, 1st July, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Katsang," "Namong," and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 21st June, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE AND PORTLAND (Or) via SHANGHAI AND JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUCERIC".....	6,400	J. Mathie.....	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Oriole" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 20th May, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini.....	JAPAN	2nd half June	JAVA	2nd half June
Tjikadap.....	JAVA	2nd half June	JAPAN	2nd half June
Tjikodas.....	JAVA	2nd half June	SHANGHAI	2nd half June
Tjikodas.....	JAVA	1st half July	JAPAN	1st half July
Tjikodas.....	JAVA	1st half July	SHANGHAI	1st half July
Tjikodas.....	JAVA	2nd half July	JAPAN	2nd half July
Tjikodas.....	JAPAN	2nd half July	JAVA	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 276

York Buildings.

[974]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
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MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	HITACHI MARU, Capt. T. Yamawaki, Tons 7,000 MIYASAKI MARU, Capt. T. Mural, T. 2,000	WEDNESDAY, 6th July, at D'light. WEDNESDAY, 19th July, at Daylight.
--	--	--

VICTORIA, B.C., & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C., & SEATTLE via KANLUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. Iizawa, Tons 7,000	TUESDAY, 18th July, at 4 p.m. TUESDAY, 15th Aug., at 4 p.m.
---	---	--

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winkler, Tons 7,000	FRIDAY, 7th July, at Noon. FRIDAY, 4th Aug., at Noon.
---	--	--

KOBE and YOKOHAMA.....	KITANO MARU, Capt. F. B. Coys, T. 9,000	THURSDAY, 22nd June, A.M.
------------------------	---	---------------------------

KOBE & YOKO.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000	TUESDAY, 4th July, at Noon.
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SHANGHAI & KOBE.....	COLOMBO MARU, Capt. Salter, Tons 6,000	WEDNESDAY, 6th August.
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BOMBAY via SINGAPORE & COLOMBO.....	CEYLON MARU, Capt. M. Tozawa, Tons 6,000	TUESDAY, 27th June.
-------------------------------------	--	---------------------

† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

[5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SWATOW & SHANGHAI.....	"HUPEH".....	22nd June, 4 p.m.
SHANGHAI.....	"ANHUI".....	22nd " 4 p.m.
WEIHAWEI & TIENTSIN.....	"KUEICHOW".....	23rd " 4 p.m.
HAIPHONG.....	"SINGAN".....	24th " 10 a.m.
SHANGHAI.....	"CHENAN".....	24th " M'night
MANILA, CEBU & ILOILO.....	"TAMING".....	27th " 4 p.m.
TSINGTAU, CHEFOO & NEWBOWANG.....	"NANCHANG".....	27th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Tea" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaitang" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinkua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong, 21st June, 1911.

[9]

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama :		
S.S. Spezia	1st July	
.. Silasia	12th July	
.. Ambri	23rd July	
.. Alesia	3rd Aug	
.. Selegambia	23th Aug.	
.. Suevia	6th Sept.	

HOMeward.

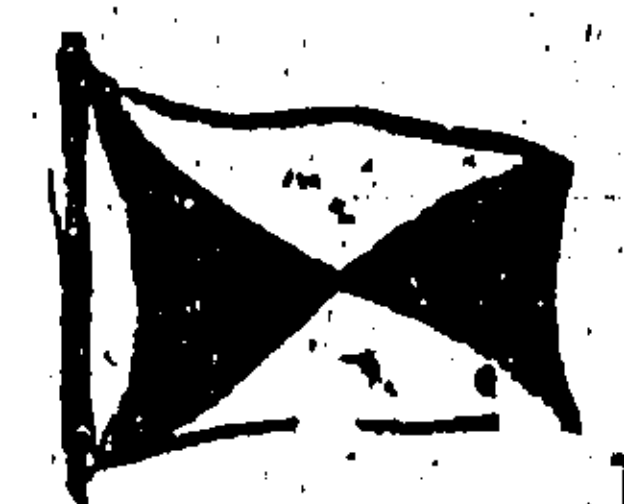
For Marseilles, Havre & Hamburg:	S.S. "Scandia".....	23rd June
For Rotterdam, Hamburg & Antwerp:	S.S. Sthonia.....	20th June
For Havre & Hamburg:	"Slavonia".....	8th July

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 8th June, 1911.

[966]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. O. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 8th June, 4 p.m.
RUBI.....	4000	S. Crosby...	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st June, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[967]



TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
† Chiyo Maru.....	21,000	W. W. Greene.	Friday, June 30, Noon.
† America Maru.....	11,000	A. G. Stevens.	Friday, July 21, Noon.
† Tenyo Maru.....	21,000	L. Bent.....	Friday, July 28, Noon.

† Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 30th June, at 2 p.m.

PROPOSED MAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru.....	17,200	H. Nishi.....	Tuesday, Aug. 15, Noon.
Buyo Maru.....	10,500	K. Hashimoto.	Saturday, Oct. 14, Noon.

The Steamship "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONGKONG, on TUESDAY, 19th August, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier)

[968]

HOME MARKETS.

Metal Exchange Prices.

London, May 19.

First Change—12 noon till 1.10 p.m.

Copper.—Opening price, £54 7s. 6d. cash; cash prices, £54 10s., £54 11s. 3d., £54 10s.; three months prices, £55, £55 2s. 6d., £55, £54 17s. 6d., £54 18s. 6d., £54 17s. 6d., closing at £54 7s. 6d. cash; £54 18s. 6d. three months. Turnover about 650 tons. Market irregular. Settlement price, £54 7s. 6d.

Tin.—Opening price, £190 three months; cash prices, £198 10s.; three months prices, £190 10s., £190 5s., £190; closing at £198 10s. cash; £190 three months; turnover about 300 tons. Market firm. Eastern cable advices, sales of 200 tons at £191 to £192 15s. Settlement price, £198 10s.

Iron.—Cleveland: Cash price, 40s.; three months prices, 40s. 9d.; closing at 40s. cash; 40s. 3d. one month; 40s. 9d. three months; turnover about 2,500 tons; settlement price, 40s. Glasgow closing 12 o'clock, 45s. 11.2d. cash; 40s. 3.12d. one month; 40s. 8.12d. three months. Tendency flat; sales, 6,000 tons. Lead.—Foreign, spot, £13 0s. 0d.; forward, £13 2s. 6d.; English, spot, £13 7s. 6d.

Spelter.—G.O.B.'s, spot, £24 7s. 6d.; forward, £24 7s. 6d.

Second Change.

Copper.—Opening price, £54 18s. 9d. three months; cash price, £54 8s. 9d.; three months price, £55; closing at £54 8s. 9d. cash; £55 three months. Turnover about 300 tons. Market steady. Official cash prices at 4 p.m., £54 8s. 9d., £54 13s. 9d.

Tin.—Opening price, £190 0s. three months; late May prices, £198 15s., £198 10s.; closing at £198 10s. cash; £190 three months. Turnover about 250 tons. Market steady. Official cash prices at 4 p.m., £198 15s.; English, £195, £190.

Iron.—Cleveland: Closing at 40s. 1d. cash; 40s. 4d. one month; 40s. 10d. three months. Turnover nil. Glasgow closing, 40s. 1d. cash; 40s. 4d. one month; 40s. 9.12d. three months. Tendency firm. Turnover 2,500 tons.

Lead.—Foreign, spot, £13 0s. 0d.; forward, £13 2s. 6d.; English, spot, £13 7s. 6d.

Spelter.—G.O.B.'s,

LOG BOOK.

Stranded Sailing Ships.
A striking story is told by the crew of the Glasgow steamer Fitzclarence, which has arrived in the Tyno after a voyage to the west coast of South America. It was on the outward passage from Shields to Pisagua that, when off the coast of Patagonia, two vessels were suddenly sighted.

One was a four-masted barque. The other vessel lay about a mile and a half from the first vessel. The position was between Falso Cove and Polcarpo Cove, near Thetis Bay on the east coast (Tierra del Fuego). The steamer's siren was sounded, and a gun was fired, but no answering signal came back. In the condition of the sea it was deemed dangerous to lower a boat.

It was the general opinion that the four-masted barque could not have been very long in the position in which she was seen. Her sails were in ribbons. The second vessel, which had been a full-rigged ship, was painted black. Her main mast was gone, and no canvas could be seen. There was an impression that this wreck had been there for some time.

The Flag that Lags.
There are remarks in "Marine Journal," New York, but four steamers in the transatlantic trade now which fly the American flag, and the youngest of them, the St. Paul and St. Louis, are sixteen years old, while the Philadelphia and New York (naturalised on condition that the two former be constructed) came out in 1888 and 1889, making them twenty-three and twenty-two years old respectively. How obsolete these vessels are becoming is shown by the fact that the Teutonic, built for the White Star Line in 1889, is to be placed in the Montreal service to carry second-class and steerage passengers only. One does not need a paper and pencil to figure out how much longer it will be before a modern steamer flying the American flag in the ocean trade will become as great a curiosity as it now is in the ports of South America and the Far East.

While the four vessels referred to continue to operate under the Postal Subsidy Act of March, 1891, the compensation received does not warrant the construction of new vessels to take their places. In the meantime Great Britain, Germany and France have built ships of more than double, and in some instances more than treble their size, and now have on the stocks ships four times as large.

Japanese Purchasing Ships.
Since last autumn the Japanese have purchased no fewer than 26 foreign steamers, aggregating 70,000 tons, but the reason for this heavy buying lies in the fact that an increased tariff on foreign-built ships comes into force on July 17. Negotiations for the transfer of 15 more ships, with a total tonnage of 12,000, have been completed and the sale of six others is pending and is expected before the new tariff is enforced. The prices range from 40 yen to 50 yen per ton.

Stranding of the Korea.
About 6 o'clock on June 7 the Pacific Mail steamship Korea ran aground off Honmoku Spit in a dense fog.

Word was sent to the office of the P.M.S.S. Co. at Yokohama and their steam launches were at once dispatched to the scene and all the passengers together with their luggage were transferred to the launches and also to the launch of the Grand Hotel, which soon arrived, and on arrival at Yokohama the passengers found refuge in the various hotels.

There was no excitement at all amongst the passengers on board, as the stranding of the huge steamer was without shock and no apprehension whatever was felt. The U.S.S. Saratoga, at anchor off Yokohama, began to get up steam and was to have proceeded to the scene to attempt to tow the Korea off at full tide about 2 p.m., but before this was accomplished the Korea had already floated off and soon reached her berth in the harbour, apparently none the worse for her slight mishap.

U. S. Transport Sheridan.
According to the Manila papers, the coal which was supplied the transport Sheridan on her last voyage from San Francisco, put on at the home port, was not up to the Japanese coal that she has been using, and she burned fifteen tons more a day for less speed than usual.

Intimations.

GRAND LODGE OF SCOTTISH FREEMASONRY.
In the District of Hongkong and South China.

AN EXTRAORDINARY MEETING of the GRAND LODGE of the District will be held in the Masonic Hall, Zealand Street, TOMORROW, the 22nd June, 1911, at 9 or 9.30 a.m. precisely, to mark the occasion of the Coronation of His Excellent Majesty King George the V.

The meeting will be held in conjunction with the District Grand Lodge of Hongkong and South China, E. C. All master masons are cordially invited to attend.
Hongkong, 21st June, 1911. [1200]

CORONATION DINNER

will be served at **THE KING EDWARD HOTEL,** on THURSDAY, the 22nd, and FRIDAY, the 23rd instant, at 7.30 p.m. sharp.

A Souvenir will be presented to every visitor as a memento of the occasion.
KING EDWARD HOTEL.
Hongkong, 20th June, 1911. [1218]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 809.

Hongkong, 2nd June, 1911. [78]

AUCTIONS.

PARTICULARS and CONDITIONS of Laying by Public Auction Sale, to be held on MONDAY, the 26th day of June, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the right to Quarry Stone on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, in the Colony of Hongkong, for a period extending from the 1st day of July, 1911, up to and including the 31st day of December, 1913.

PARTICULARS OF THE LOTS.

Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1. Ngau Tau Kok Quarry Lot A. 1-5 & 7-24	Ngau Tau Kok	19.66	\$ 3,100
2. Cha Kwo Liang Quarry Lot C. 1-30	Cha Kwo Liang	24.56	3,800
3. Tyeman Quarry Lot D. 125	Lye-mun	26.44	3,900

Hongkong, 17th June, 1911. [1139]

To Let.

TO LET.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate.

FIRST FLOOR of No. 4, Des Voeux Road, Central.

FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower) can be let separately. Rent moderate.

Apply to—**DAVID SASSOON & Co.**

Hongkong, 2nd June, 1911. [1073]

TO LET.

GODOWNS at Blum Buildings, 4th, Praya East.

"GREGGAN," 39, The Peak. No. 10, MACDONNELL ROAD. OFFICES in KING'S BUILDINGS, 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

19, CONDUIT ROAD. FLAT in Blum Buildings, 4 Praya East.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.**

Hongkong, 9th June, 1911. [1159]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.**

Hongkong 14th June, 1911. [61]

Furniture.

WM. POWELL, LIMITED.
GENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

\$5.00.....per doz.

In all depths from 1½ in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED.
28, Queen's Road.

Hongkong, 15th June, 1911. [1043]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

Week Days.	NIGHT CARS.
7.00 a.m. to 8.00 a.m. Every 15 min.	8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

SUNDAYS.

Week Days.	NIGHT CARS.
8.00 a.m. to 10.30 a.m. every 15 min.	8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON.

General Managers, Hongkong, 16th June, 1911.

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No. 63, Des Voeux Road Central

Managing Proprietor: **C. LAURITSEN.**

41

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Weld Work

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK 78ft. by 88ft. by 34ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHEDS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG.

Telephone Address—**TAIKOODOCK.**

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELTA	About 22nd June	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Palermo	About 24th June	Freight only.
LONDON, VIA USUAL PORTS OF CALL	ARGADIA	Noon, 24th June	See Special Advertisement.
LONDON & ANTWERP	CAYLON	About 29th June	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Syria	About 29th June	Freight and Passage.

For Further Particulars, apply to **E. A. HEWETT, Superintendent.**

P. & O. S. N. Co.'s office, Hongkong, 17th June, 1911. [4]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STREAMERS.	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HILDEBRANDT"	WEDNESDAY, 23rd June, at Noon
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINCESS ALICE"	About WEDNESDAY, 28th June
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	TUESDAY, 18th July, at 4 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 20th June, 1911.

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Held Office for the Far East:—10, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

RAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

902] Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD. Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

TEAMS. CAPTAIN. LEAVING.

Haimun ... Capt. J. W. Evans ... THURSDAY, 22nd June, at 11 a.m.

Haitan ... Capt. J. S. Rosch ... TUESDAY, 27th June, at 11 a.m.

Haiting ... Capt. W. O. Passmore ... FRIDAY, 30th June, at 11 a.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to **Douglas, Lapraik & Co.,** General Managers.

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Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO-MARU."

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 23rd inst., at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on MONDAY, the 26th inst., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before July 3rd, 1911, otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 19th June, 1911. [888]

To Sail

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 16th March, 1908. [41]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO

General Managers.

Hongkong, 16th Aug. 1910. [48]

A LING & CO.

FURNITURE and PHOTO SUPPLIES.

DEVELOPING, PRINTING and ENLARGING.

19, Queen's Road. [863]

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By Order, **"Hongkong Telegraph,"**

Hongkong, 22nd October, 1908. [74]

Regular Steamship Service to New York.

via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK ONLY.

S.S. "PATHAN" (Sailing on or about 28th June)

For Freight and further information, apply to **DODWELL & CO., LTD.,** Agents.

Hongkong, 16th June, 1911. [1188]

